IRON TRADE IS STRONGER

Copper Proved a Disturbing Ele-

ment in Financial Com-

plications.

Money Is Easier and Outgo of

Cotton Very Satis-

factory.

NEW YORK, September 15 .- A num

per of distinctly conflicting influences

in the financial situation made their effect felt in the securities market

last week. The pulling hither and thither of prices which resulted gave

an appearance of confusion and tur-

moil to the market and left sentiment

unsettled.

The disturbing effect of the critical conditions in the copper trade and their candid acknowledgment by officials high in authority in the great producing companies upset the market in time.

STOCKS, BONDS AND MARKET NEWS

GRAIN SHOWED WEAKNESS; COTTON PRICES FALL OFF

CONFLICTING RUMORS INFLUENCE MARKET

Markets Depressed by Government Report of Crop Conditions.

CORN DAMAGED BY COLD

Cotton Shows Lowest Price Since Shares Bonds Last July-Sentiment

August condition was 79.4. The average consequently the crop indication is for ore wheat. It is a little confusing have more wheat from a poorer ondition, but that appears to be the llook. An equivalent in September an August condition of 79.4 is 73, 8.4 points. This is the difference of or 5.4 points. This is the difference of the averages of the past five years, Not having declined so much by 4.1 points, there is a practical gain of that much. The estimate is now for 222,000,000 bushels spring wheat, of which perhaps 20,000,000 is of the Durum variety. The usual revision may lower the figures. The crop is later than in past seasons, and for that reason any report made as of September 1st is not as conclusive as usual. conclusive as usual.

The News from the West.

Much information is drifting in at variance with the official indication, especially in North Dakota. Instead of around twelve bushels per acre, ten bushels is regarded a close average. No mention was made in the report of winter wheat. With the latest official statement 409,500,000 bushels, the crop of all wheat, this season, is about 631, 1000,000 measured bushels, which means around 600,000,000 commercial bushels of sixty pounds each.

Cause of Early Decline.

Cause of Early Decline. 167 S71/2

The week began in disappointment in that the advance made on Saturday last had no sympathetic rise abroad. 187 1794

After so good an advance came the natural reaction. The decline was opposed by a fair export attention that checked it temporarily. Action of the market has been weak, and a decline of about four cents was made, when, on Thursday, came advices of cold weather in the British Northwest, where the crop is not all in security, Most of all, however, came the increase of apprehension regarding the corn 1714 81 of all, however, came the increase 37% of the prehension regarding the corn that, in good part, needs two to 120% weeks to safety. A frost would e disastrous to more than the 180% incline to saving fodder to help the shortage of oats.

The Outlook for Corn.

The corn crop indicated by the condition figures of \$9.2 and 98,099,000 acres, is 2,540,000,000 bushels. That so much will be harvested is questionable. For one reason, the stand, or stalks, per acre is defective in many important States. This feature alone may mean as much as 100,000,000 bushels: less. Corn had unfavorable weather in May and June, and many fields failed 5 to 10 per cent. A nervous market can be expected until promises of a continued hot spell have materialized.

Cotton Market.

The cotton market had a very severe break during last week, which can only be explained on the ground that for some time sentiment has been towards lower prices; also that previously selling has been held in check by the possibility of an increased speculative demand following the publication of bullish government reports on

by the possibility of an increased speculative demand following the publication of bullish government reports on Monday and the action of the revision committee on Wednesday.

This Week's Low Level.

As soon as the last of these three reports had been published the market hexame very weak and unsettled, the low point for the week being reached leftly during yesterday's trading, when October sold at 11.43; December at 11.76, 1004 and January at 18.72. This represented a decline of \$66.94 points from the high level reached on September 5th, and carried prices lack to just about the low point recorded during the middle of July. There was really nothing in the government reports published earlier in the week to create bearish sentiment, and the action of the revision committee actually strengthened the position of the local contract as

sentiment, and the action of the review of the review of the continued and the action of the local contract as compared with middling cotton and the southern markets.

In reality the weather has been favorable during the week, but the change in this direction was not sufficient to add much to bearish sentiment. Reports from the dry goods district have been encouraging, rather. The selling here has been for both accounts, evenly divided between the liquidation of long contracts and free fore much stronger than at the close of last week, although the re is nothing yet to indicate that the short interest is large enough to force any very substantial advance.

What the Government Reports Showed. The first of the government temports for the course of the government Reports Showed. The first of the government reports to be published was that of the Census to be published was that of the Census and the first fours. The first of the government reports to the government Reports Showed. The first for the week including \$3,505,000 United States and other government to the government Reports from the first fours. \$7,505,000 United States first fours. \$7,505,000 United States and other government to the week, including \$3,505,000 United States and other government to the week, including \$3,505,000 United States and other government to the week, including \$3,505,000 United States and other government to the week, includi

seedling here has been for both accelling here has been for much stronger than at the close fore much stronger than at the close per the comparing the stronger than the short inferent is large enough to force any very substantial advance.

Contracts will be awarded to-day or the control of the big large enough to force only in the following the stronger than th

THE STOCK MARKET OF THE WEEK

(From the New York Evening Post of Saturday.) STOCK EXCHANGE TRANSACTIONS,

Bearish.

THE STOCK MARKET OF THE WEEK.

Railway and Miscellaneous Shares.

The following table shows the week's nighest, lowest and closing prices individual sales and net changes of all securities sold on his New York Stock Exchange this week. High and lo writees are also given for the full year 1997.

1903.		1907.		. Week ending September 14th, Net			
High	Low.		Low.	Sales.	High.		
2798 67	16	1698		Allis-Chalmers 2005	61/4	6	614 1/8
	60	43%	1516	Allis-Chalmers, pr 1.000	19%	17	18 - 114
11814	92%	12114	199	Amaigamated Copper641.800	72	68	601/2-111/2
No sale, 716 No sale, 604		414	American Can 300	454	416	41/2- 1/4	
		60%	43	American Can, pr 1.241	50	481/2	4859- 39
471/2	32%	4614	31	Amer, Car and Foundry, 19 200	421/4	*3714	*3714- 214
	981/9	103	9215	Amer. Car and Foun., or 600	9914	*951/4	951/4 1/4
441/4 781/	28	361/2	100	American Cotton Oll 3 445	34	32	321/2- 34
	5304	7674	491/2	Amer. Locomotive 6,000	5414	5074	51 - 3
1201/4	10814	1111/2	98	Amer. Locomotive, pr 200	102	101	102 + 4
15%	934	10%	975	Amer. Steel Foundry 600	7.00	693745	7
5314	40	471/4	2574	Amer. Steel Foun., pr 175	35	35	35 + 1
75	1271/4	13716	1071/2	American Sugar 7,300	11456	11014	111 - 4
140	12816	131	11578	American Sugar, pr 100	116	116	116 - 1
		9814	1578	American Tobacco, pr 1,250	81%	501/4	801/8+ 1/8
48 1044	28	361/4		American Woolen 1,250	231/4	20%	22 - 21/2
06	855%	1081/4	81%	Atchison 27,500.	881/4	851/6	561/4 1
6784	98	10156	89	Aachison, pr \$50	91	91	91
2514	1311/4	133%	77	Atlantic Coast Line 1,100	2314	811/4	82 - 1
	1054	122	87	Baltimore and Ohio 6,800	9114	89%	895% - 136
94%	71	8354	0174	Brooklyn Rapid Transit, 37,550	4884	421/2	441/4 33/4
497a	155%	1951/2	155	Canada Pacific 11,880	167	163%	165% 114
0736	33% 98%	40 102	161/4	Central Leather 1,900	181/2	17	17 - 2
6556		56	814	Central Leather, pr 1,500	8614	*8134	*81% - 31/6
9956	14654		30%	Chesapeake and Ohio 4,600	341/8	32%	3314- 56
18	160	1571/2	11172	Chi., Mil. and St. Paul 90,100	12334	1177/5	119 - 3%
0974	-89	16516	145	Chi., Mil. and St. P., pr., 250	1471/8	147	147 + 1/2
\$155 \$156	4014	9274 5774		C., C., C. and St. L 800	62%	60%	62 - 11/2
1777	50	6517		Colorado Fuel and Iron, 8,050	2514	221/4	221/4-31/8

42° Sloss-Sheff, Steel and I. 1,200 4
693′ Southern Pacific pr. 67,409 8
1085′ Southern Pacific pr. 8,895 11
145′ Southern Railroad 3,000 1
1294′ Union Pacific 729,600 13
274′ United States Rubber. 1,345 3
85′ U. S. Rubber, 1st pr. 2,200 5
60′ U. S. Rubber, 2d pr. 160 6
274′ United States Steel pr. 35,600 9
19 Va.-Car. Chemical 1,300 2
196′ Wabash 1,000 1
193′ Wabash pr. 1,700 2
Total sales for the week, 3,819,400 shares.

THE BOND MARKET OF THE WEEK.

American Tobacco fours...

American Tobacco sixes...

Ann Arbor fours...

Atlantic Coast Line fours.

Baltimore and Ohlo prior lien 3½s...

Baltimore and Ohlo gold fours...

B. and O., P., L. E. and W. Va. fours.

B. and O., Southwestern division 3½s..

Baltimore and Ohlo gen. fours, rex...

Central of Georgia Rallway con. fives.

Chesapeake and Ohlo gen. fives...

Chesapeake and Ohlo gen. fives...

Chesapeake and Ohlo gen. fives...

Chesapeake and Ohlo gen. fours.

Colorado and Southern fours.

Colorado and Southern fours.

Con. Tobacco fours...

Erie gen. lien fours.

Georgia Midland threes...

Louisville and Nashville gen. sixes...

Louisville and Nashville col. tr. fours.

Missouri Pacific trust fives. 1917.

Missouri Pacific col. tr. fives, 1920...

Mobile and Ohlo new sixes.

Norfolk and Western con. fours.

Seabaard Air Line fives.
Seabaard Air Line fives.
Southern Pacific ref. fours.
Southern Pacific col. tr. fours.
Southern Railway con. fives.
Southern Railway cot. fives.
Southern Railway St. L. div. fives.
Union Pacific first fours.

cials high in authority in the great producing companies upset the market in time.

The demand for copper is said to be completely paralyzed, with no point of stability in sight at which reawnkened buying may arrest the declining tendency and with huge stocks of refined copper already accumulated by the great producers. The financial burden of holding these vast accumulations is aggravated by the closeness of the money market, and credence is given to reports that banks were unwilling to extend loans against copper, and are, in fact, recalling them.

Iron Trade Firmer.

In the fron trade some revival of demand is reported and somewhat firmer market tone, but a falling off in productive capacity there is a factor in the situation also.

While the drastic liquidation and the prolonged decline in the stock market obviously represent 12 process of readiustment in these developments and in meral trade and business, opinion halts over the future while the extent of the industrial reaction is still undefined.

The redeposit of funds from bond sales, further deposits of government funds by the banks, the redemption of the Japanese 6 per cent, bonds, of which the American holdings proved to be unexpectedly large, and the making of exchange by the outward flood of merchandise exports are looked to for further replenishment of supplies in the money market. Solicitude over the money market has largely subsided. The heavy outgo of cotton is evidence of sufficient stocks of that important commodity to make its usual large showing in the country's export trade.

Will Arrange for Entertalument of William Jeanings Bryan.

A meeting will be held to-day at 12 o'clock in the office of Mr. E. H. Spence, cer. 22 North Ninth Street, to arrange for the reception and entertainment of Hon. William Jeanings Bryan on the occasion of his visit to Richmond on Friday. October 11th, when he will speak at the State Fair. The committee from the State Fair Association is composed of Messrs. Chas, B. Cooke, chairman; J. G. Corley and M. C. Patterson. These gentlemen will cooperate with a special committee, including Mayor Carlton McCarthy, Prysident Turpin, of the Board of Aldermen: President Preters, of the Common Council, and Messrs, Barton Grundy, E. H. Spence, W. T. Dahney and H. R. Pollard.

Schools.

Opens Tuesday, September 24th. New publis classified Monday, September 23d, Prepares boys for Colleges and the Univer-sity, Gymnasium under competent instruc-tor. Filtered water,

For catalogue and further particulars, address G. M. NOLLEY, after 8th, 112 North Fifth Street. Phone 2982.

Miss Augusta T. Daniel Will resume her Class for Girls on

September 30th At Her Residence, 201 E. Franklin Street, Classes for Ladies will begin the first Mor

Apply for circulars

Richmond Training School for Kindergartners ALICE N. PARKER, Principal.

Two years' course in Freebel's Theory and Practice. Also a third-year course for graduates. Special Lecturers, Draw-ing, Physical Culture and Singing. School reopens October 1, 1997, at 14 West Main Street, Richmond, Va.

Miss Morris's School for Girls

8 East Grace Street. September 24, 1907. MISS SUSIE P. MORRIS, Principal, 1116 West Avenue.

Jacob Reinhardt, Piano and Organ. SESSION OPENS SEPT, 15TH,

STUDIO, 1307 PARK AVENUE. 'PHONE 6882-J. MISSES SCOTT & TALCOTT

14 W. Main St. Kindergarten and Primary for boys and girls. October 1st, 1907.

Richmond Transfer Company

No. 819 East Main Street. INFORMATION BUREAU.

Baggage checked from residence or hotel to destination of tickets. Cab service.

European Steamship Agent ERICSSON LINE

NORFOLK AND PHILADELPHIA.
From Norfolk 7:00 A. M. Monday, Wednesday and Friday, From Philadelphia 7:00
A. M. Tuesday, Thursday and Saturday,
Farst One way, 14:00; round trib, \$5.00

OF RICHMOND, VA.

Capital, \$500,000 Surplus, \$300,000

Alexander Cameron, James D. Crump, A. R. Ellerson, Jenn S. Ellett, Granville G. Valentine, Wm, M. Hill, Joseph M. Fourqurean, J. L. Antrim, OFFICERS,

JOHN S. ELLETT, Prendent, WM, M. HILL, Cashler, JULIEN H. HILL, Assistant, Cashler, This Bank offers patrons every modern facility in its Banking. Foreign Exchange and Safe Deposit Departments.

Interest Allowed on Savings Deposits.

Auction Sales, Juture Days.

By J. Thompson Brown & Co., Real Estate Agents and Auctioneers.

PUBLIC AUCTION SALE
OF
THAT BEAUTIFUL SUBURBAN HOME,
TWO BLOCKS WEST OF THE BOU,
LEVARD AND IN FULL VIEW OF
THE NEW RESERVOIR (BYRD)
PARK,

FRIDAY, SEPTEMBER 20, 1907, 5:30 P. M.

MONDAY, THE 16TH DAY OF SEP TEMBER, 1907,

Nolley's School for Boys Pine between Grace and Franklin Sts. 30-THOUSAND

WANTED Salaries increased Mr. J. T. Lawrence,

Opposite Monroe Park, Richmond, Va.
Forty-third session begins September 18.
Propares boys for universities, colleges and
technical schools At University of Virginia
this session twelve boys educated in this
school received eight degrees and forty-seven
diplomas. Full corps of experienced university
men as teachers in upper school. Lower
school, with separate rooms and separate
set of instructors, under immediate supervision of principal, for small boys. Ample
playground Gymnasium with all necessary
apparatus. Experienced physical director.
Filtered drinking water. Sanitary arrangements inspected by health officer weekly.
Catalogue at book stores or by mail.
Principal at 7 N. Belvidere after Cept. 5th.
JOHN P. McGUIRE, JR., Principal.

AWSCHOOL

The Law School of Richmond College of fers thorough course of two years leading to degree of LL. H. Professors are A. J. Montague, Lil. D., W. S. McNolli, Ph. D. Lil. B., E. M. Long, IL. B., and C. B. Gar-nett, M. A., Ll. B. Session opens Septem-

For catalogue and information, address any Professor or President F. W. BOATWRIGHT,

TO THE HOLDERS OF Central of Georgia

Railway Company SECOND PREFERÊNCE INCOME BONDS THIRD PREFERENCE INCOME BONDS

This beautiful nome, with large and ample grounds, fronts on Taylor Street. If feet, with depth of 145 feet to an alley 15 feet wide, together with large varied to 145 feet to an alley 15 feet wide, together with large varied to 145 feet to an alley 15 feet wide. The broken was to the buck to an alley 15 feet wide.

The improvements on the 154-foot let consist of very attractive and handsome frame residence, modern in style and convenience, and contains ton and convenience, and contains to respectively and nice frame buildings upon the property ample and commodious stable and all in first-class order.

The proximity of this suburban home to the car lines and to the New Restevand, with its handsome drives and lakes renders it very destrable for a home. Parties destring such could not do better than to secure this piece of property, as the ground is rapidly enhancing in value on account of its class or sale with the cash, balance in one and two years, with 6 per cent. Interest, or all cash at the option of the purchaser.

TRUSTEE'S AUCTION SALE OF FRAME DWELLING,

No. 1927 Moore St.

JUST WEST

OF HARTSHORN COLLEGE.

In execution of a certain deed of trust at 21th August 1966, and duly reserved in Henrico County Court, in D. B. 117 B. page, 334, the undersigned will offer for sale at public auction, on MONDAY, THE 18TH DAY OF SEP.

TEMBER, 1907, at 5:30 P. M., all the real estate conveyed by the said deed, consisting of a total case of the agreement will offer for sale at public auction, on MONDAY, THE 18TH DAY OF SEP.

TEMBER, 1907, at 5:30 P. M., all the real estate conveyed by the said deed, consisting of a total cash at the one of the deed of the work of the purchaser.

Countries of the sale of the server of the purchaser.

In the country of the suburban home to the purchaser.

OF HARTSHORN COLLEGE.

In execution of a certain deed of the purchaser.

OF HARTSHORN COLLEGE.

In execution of a certain deed of the purchaser.

OF HARTSHORN COLLEGE.

In execution of the process of the purchaser of the purchaser.

OF The Board of Directors of the CENTRAL

upon-application to the depositaries of to
the undersigned.

New York, September 6, 1967.

CHARLES ALTSCHUL,
of Lazard Frere, New York City,
Chairman;

R. WALTER LEVY,
Of Maitiand, Coppell & Co., New York City;
ERNEST GROESBECK,
of Groesbeck & Co., New York City;
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J. F. MINIS,
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ALFRED A. COOK, New York;
SAMUEL B. ADAMS, Savannah,
Counsel.

Money to Loan

Life Insurance Co. of Virginia

DRAUGHON'S
PRACTICAL
BUSINES
USINES
BUSINES
RICHMON, NEWPORT NEWS.

And Dought THE SPENCERIAN, Washington, D. C., 9th & D. Academy of Music Building Drawshon's Telegraphy students by special rearrenant disc. Mashville, Tenn), has a colleges in 17 States [300,000,000,000,000] and Market Special Colleges in 17 States [300,000,000,000,000] and Market Special Colleges in 17 States [300,000,000,000] and Market Special Colleges in 17 States [300,000,000,000] and Market Special Colleges in 17 States [300,000,000,000] and Market Special Colleges in 17 States [300,000,000] and Market Special Colleges [300,000

To Jamestown Exposition.

STEAMER POCAHONTAS LEAVES FROM
OLD DOMINION WHARF MONDAY, WEDNESDAY and FRIDAY, STEAMER HAMPTON TUESDAY, THURSDAY AND SATURDAY at 7 A. M. for Norfolk, Portsmouth,
Old Point, Newport Nows, Caremont and
James River landings, connecting at Gid
Point for Washington, Ballmore and the
North. Stateroms reserved for the night
at moderate prices on Pocahontas. Electric
cars direct to the wharf. Tickets on sale
at Richmond Transfer Co., 819 E. Main
Street, 808 East Main Street, or on wharf
or steamer. Fare to Norfolk, one way,
\$1,50. Round trip, \$2,50.
Steamers stop at Exposition Grounds Pier,
104th Street.
Freight received for above-named places
and all points in Eastern Virginia, North
Carolina and the East.
JOHN F. MAYER, Agent.
IRVIN WEISIGER, Gen'l Mgr.

OLD DOMINION STEAMSHIP CO.

Night Line for Norfolk.

Leave Richmond every evening (foot Ash Street) at 7 P. M., stopping at Newport News en route, Fare, \$2.50 one way; \$1.50 round trip, including stateroom berth; meals extra. Street cars to steamer's wharf.

FOR NEW YORK.

Miss Bates' School

FOR

Boys and Girls

will reopen on MONDAY, September 32d, at 28112 East Franklin Street,

Win Night Line Steamers (except Saturday) making connection in Norfolk with Main Line Ships sail 49 A. M. and Chesapeake and Ohlo Ry. and 3 P. M., and Chesapeake and Ohlo Ry. at 9 A. M. and 4 P. M. making connection daily (except Sunday) at Norfolk with Main Line Ships sailing 7 P. M. Tickets 868 at 28112 East Franklin Street,

Railroads.

Southern Railway.

TRAINS LEAVE RICHMOND.

N. B.—Following schedule figures published only as information, and are not guaranteed.

7:00 A. M.—Daily.—Local for Charlotte, connecting at Keysville for Chase City and Clarksville.

11:15 A. M.—Daily.—Limited.—Buffet Pullman to Atlanta and Birmingham, New Orleans, Memphis, Chattanooga, and all the South. Through coach for Chase City, Oxford, Durham and Raieigh.

6:00 P. M.—Ex. Sunday.—Keysville Local, 11:30 P. M.—Daily.—Limited Pullman roads 9:30 P. M., for all the South. York RIVER LINE.

4:30 P. M.—Ex. Sunday—Reysville Local, Tork RIVER LINE.

YORK RIVER LINE.

4:30 P. M.—Ex. Sunday4-Diffilted—To West
Point—Connecting for Baltimore.

2:15 P. M.—Ex. Sunday4-Local to West
Point
Point

5145 A. M.—Ex, Sunday-Local to West Point.
TRAINS ARRIVE RICHMOND.
6185 A. M., 8140 P. M.—From all the South,
4110 P. M.—From Charlotte, Raleigh, Dur-hann, Chase City and local stations.
8140 A. M.—From Reysville—Local.
9220 A. M.—From Baltimore and West Point.
19145 A. M.—5116 P. M.—Local from West Point.
C. W. WESTRIER D. R. L.

C. W. WESTBURY, D. P. A., 920 E. Main Street, Richmond, Va

R. F. & P. FREDERICKSBURG TRAINS LEAVE RICHMOND - NORTH WARD.

WARD.

6:35 A. M.—Daily—Byrd St. Through,
7:00 A. M.—Daily—Main St. Through,
7:30 A. M.—Week Days—Elba. Ashland
Accommodation.

8:40 A. M.—Daily—Byrd Street. Through
Local stops,
12:01 Noon—Week Days—Byrd St. Through
Accommodation.

Ashland
Ashland

12:30 P. M.—Week Days—Elba. Ashland Accommodation.
4:00 P. M.—Week Days—Byrd St. Wash-Ington Accommodation.
5:45 P. M.—Sunday only—Elba. Washington Accommodation.
6:30 P. M.—Week Days—Elba. Ashland Accommodation.
6:45 P. M.—Week Days—Elba. Through.
6:45 P. M.—Daily—Main St. Through.
6:20 P. M.—Daily—Byrd St. Through.
6:20 P. M.—Daily—Byrd St. Through.
8:20 P. M.—Week Ward.
5:30 A M.—Week Days—Elba. Ashland

TRAINS ARRIVE HIGHMOND—SOUTH WARD

5:30 A, M.—Week Days—Elba. Ashl—d
Accommodation.

7:50 A. M.—Daily—Byrd St. Thrown.

8:25 A. M.—Week Days—Byrd St. Wask.

10:35 A. M.—Sunday only—Elba. Washing
10:36 A. M.—Sunday only—Elba. Washing
10:40 A. M.—Week Days—Elba. Ashland

Accommodation.

12:20 P. M.—Daily—Main St. Through.

2:45 P. M.—Daily—Byrd St. Through.

"Washington-Exposition Special."

5:40 P. M.—Week Days—Elba. Ashland

Accommodation.

7:15 P. M.—Daily—Byrd St. Through.

9:00 P. M.—Daily—Byrd St. Through.

10:00 P. M.—Daily—Byrd St. Through.

9:15 P. M.—Daily—Byrd St. Through.
9:15 P. M.—Daily—Main St. Through.
NOTE.—Pullman Sleeping or Parior Con all above trains, except local accommissions. stop at Elba.

Time of arrival and departures and connections not guaranteed.
C. W. CULP.

Gen'l Supt.

W. P. TAYLOR,
Traf, Mgr.

Chesapeake & Ohio Rallway.

TRAINS LEAVE RICHMOND, MAIN STREET STATION, EASTBOUND. STREET STATION, EASTBOUND.

6100 A. M. Fast daily trains to Newlort
9100 A. M. News, Old Point, Norfolk and
4100 P. M. Exposition. All trains carry
4125 P. M. Pullmans or Parlor cars.
7100 A. M. Daily. Locals to Newport
5100 P. M. News.

WESTBOUND—MAIN LINE.

2:00 P.M. Chicago and St Louis, Through 11:00 P.M. Chicago and St Louis, Through Pullman sleepers. Sleeper to Toledo, O., via Gauley also on 11:00 P. M. train.

(11:00 P. M. train.
7:25 A. M.—Week Days—Hinton. Dally—
Charlottesville.
1:00 P. M.—Dally—Local to Gordonsville.
5:15 P. M.—Week Days—Local to Orange.
JAMES RIVER LINE.
10:20 A. M.—Dally — Lynchburg, Lexington.
V. M., and Clifton Forge.
5:15 P. M.—Week Days—70 Lynchburg.
Siceper Natural Bridge and
Clifton Forge.
TRAINS ARRIVE RICHMOND.
From the East—9:40 A. M., 11:45 A. M.,
1:30 P. M., 7:00 P. M., 8:00 P. M., 10:34
P. M.

N&WNOTCH&Western

only. FOR LYNCHBURG, THE WEST AND SOUTHWEST: 9:00 A. M. except Sunday; 8:10 A. M. Sunday only; 12:10 P. M. and 9:00 P. M. daily,
ARRIVE RICHMOND: From Norfolk,
11:30 A. M., 6:50 P. M. and 10:40 P. M. except Sunday; 11:15 A. M. and 9:45 P. M. Sunday only.
Pullman Parlor and Sleeping Cars. Cafe Dining Cars.
W. B. BEVILL,
Gen. Pas. Agent.
Dis. Fas. Agent.

Virginia Navigation Co.'s

James River Day Line

To Jamestown Exposition.

STEAMER POCAHONTAS LEAVES FROM OLD DOMINION WHARF MONDAY, WED-NESDAY and FRIDAY, STEAMER HAMP-TON TUESDAY, THURSDAY AND SATTON TUESDAY.

Richmond and Petersburg Electric Railway Cars leave corner of Seventh and Perry Streets, Manchester, every hour (on the hour) from 8 A. M. to 10 P. M., 11 P. M. car to Chester, Last car 12 midnight through to Petersburg, Limited car, 5:48 P. M. daily, except Sunday, Cars leave Petersburg, toot of Sycamore Street, every hour from 8:35 A. M. to 10:38 P. M. Last car, 11:40 P. M.; Limited car, 7:15 A. M. daily, except Stinday, All cars from Pitersburg connecting Richmond cars.

Steamboats. Clyde Steamship Company.

RICHMOND AND NORFOLK LINE. Freight received and delivered daily at C. & O. Ry. Co.'s Depot, Seventeenth and Broad Streets. H. K. WOODFIN, Soliciting Agent, Clyde Line Wharf. Phone 519.

Merchants and Miners Transportation Co.

Norfolk to Boston, Mass.

Norfolk to Boston, Mass.

Providence, R. Y., and Savannah, Ga.

Steamers leave Norfolk for Boston Tues.
day. Wednesdry, Friday and Saturday. For
Providence Monday, Thursday and Saturday
at 5 P. M. Passengers and froight taken
for all New England points. Tickets on
sale at C. & O. Ry., N. & W. Ry. Offices and
No. 298 and 319 East Main.

| 1011/2 | 3674 | 3 Union Pacific first fours, reg. | 9674 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634 | 9634

(30 days).
SAMUEL H. HOWMAN.
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